

## BALTIMORE REGIONAL TRANSPORTATION BOARD

January 26, 2021  
Baltimore Metropolitan Council  
9:01 to 11:00 A.M.

### MINUTES

The 327<sup>th</sup> meeting was called to order at 9:01 A.M. by the Chair, Ms. Lynda Eisenberg.

#### 1. APPROVAL OF MINUTES

A request for a motion to approve the minutes of the December 15, 2020 BRTB meeting was made by Ms. Eisenberg. A motion was made by Ms. D'Andrea Walker to approve the minutes and seconded by Mr. Rick Gordon. The minutes were approved unanimously.

#### 2. PUBLIC PARTICIPATION OPPORTUNITY

No members of the public wished to speak to the BRTB at this time.

#### 3. REPORT ON PUBLIC COMMENTS

Ms. Monica Haines Benkhedda reported that the BRTB welcomed public comments through Monday, January 11 on a part of the Patapsco Regional Greenway in Howard and Baltimore Counties. Last year the BRTB sought feedback on three options or "alignment alternatives" for the Elkridge to Guinness connection. Based on that feedback, a modified Patapsco Route was selected and this second comment period focused on collecting public input on future design considerations such as seating, bike racks, educational opportunities along the route, overlooks, pet stations, and signage. Details about the comment period are available at [baltometro.org](http://baltometro.org).

In addition, Ms. Haines Benkhedda shared that the Baltimore Metropolitan Council issued an update to its [Baltimore Regional Recovery Dashboard](#) entitled "Monthly Employment by Industry and Jurisdiction" featuring employment figures from January of 2019 to June of 2020. BMC also issued its annual report. Visit [www.baltometro.org](http://www.baltometro.org) for details on both of these items.

**[Handout: Public Involvement Report for January 2021]**

#### **4. REPORT FROM THE INTERAGENCY CONSULTATION GROUP**

Ms. Sara Tomlinson reported the following from the January ICG meeting:

- There was a presentation from Charles Baber of BMC on the new InSITE model. He discussed the components of the model, its validation, and the applications of the model. The ICG was made aware that the highway and transit inputs into the model are the same as the previous model, and that model validation has been documented. If the BRTB approves the InSITE model, this model will be the travel demand model used for the upcoming conformity determination of the TIP and Plan.
- The ICG also discussed the methodology and assumptions letter for the conformity determination. One of the testing horizon years for emissions will be updated from 2021 to 2022. Additionally, a new travel demand model will be used. We will not be using new vehicle population data this year.
- The ICG also addressed a proposed TIP amendment and determined this amendment would be exempt from conformity requirements.

#### **5. REPORT FROM THE TECHNICAL COMMITTEE**

Mr. David Cookson reported the following from the January TC meeting:

- BMC presented a brief review of recent crash data trends in the region and discussed updating the Transportation Performance Measures for Safety (TPM1) target. Staff recommended the state target-setting methodology, *Toward Zero Deaths* with a 50% reduction from 2008 to 2030, to regional crash data.
- BMC staff presented a brief introduction to the new federal performance measures and targets for transit safety. This is a case of accepting the process that was used by all of our individual transit agencies.
- BMC presented a resolution in support of applications for statewide funding in the Rural category for the FY2022-2023 Federal 5310 Program. There was only one Rural applicant, The Arc of Carroll County, Inc. The TC endorsed the application.
- BMC presented the resolution in support of applications for statewide funding in the Large and Small Urban category of the FY 2022-2023 5310 Program. There are 18 applications, including 16 applications submitted for the Baltimore Urbanized Area (UZA) and 2 applications submitted for the Bel Air – Aberdeen UZA. Of the 15 applications recommended for approval, 12 were for full funding and 3 were for partial funding. The TC supported this recommendation.
- BMC introduced a request to adjust the project scope for the Bridge Repairs and Deck Replacement project in Howard County to include ten additional bridges. These ten bridges are in preliminary design and the 2021-2024 TIP must include these projects in order to finalize NEPA documents for approval. The TC approved sending this to the BRTB.
- BMC gave a presentation describing the proposed travel demand model called InSITE, or Initiative to Simulate Individual Travel Events. There was a discussion on the differences

between the trip-based model currently in use by BMC, Model 44 c, versus the activity based InSITE model were described. The discussion will continue and come to the BRTB in February for consideration.

## **6. CONSIDERATION OF APPROVAL OF RESOLUTION #21-13**

Mr. Todd Lang introduced Resolution #21-13 endorsing updated highway safety performance targets. Ms. Cindy Burch presented information to support Resolution #21-13. She shared a brief review of recent crash data trends in the region, including graphical representations and details based on requests previous meetings, and discussed updating the Transportation Performance Measures for Safety (TPM1). She reminded the committee of the federal requirement that MPOs set safety targets within 180 days of the state submitting targets to FHWA (August 30). This will be the third time the BRTB is updating targets, which were originally set in 2018. The BRTB has chosen to set regional targets in the past using the same methodology as the state, instead of adopting the state targets exactly. These targets were set using the Towards Zero Deaths methodology to reduce 2008 figures by 50% by 2030; the state will adopt a new Vision Zero methodology beginning in 2021 to set targets along an exponential trend line.

Some clarity of the term 'non-motorist' was requested and it was noted to include pedestrians and bicyclists. The Technical Committee recommended Resolution #21-13, which applies the state target-setting methodology, *Toward Zero Deaths* with a 50% reduction from 2008 to 2030, to regional crash data. This aligns with Resolutions #18-08, #19-16, and #20-10. The Resolution sets the 2017-2021 Targets of: 179 fatalities, 1,203 serious injuries, 0.68 fatalities per 100 million vehicle miles traveled (VMT), 4.55 serious injuries per 100 million VMT, and 223 non-motorized fatalities and serious injuries. It was explained that the non-motorized target would have been set to 227, but it was recommended that the Board retain the lower target from Resolution #20-10.

Ms. Eisenberg asked if there were any questions from the members and then asked for a motion. Mr. Tyson Byrne made a motion to move Resolution #21-13 and Mr. Alex Rawls seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-13 was passed unanimously.

**[PowerPoint: Safety Performance Targets]**

## **7. CONSIDERATION OF APPROVAL OF RESOLUTION #21-14**

Mr. Lang introduced Resolution #21-14 endorsing transit safety performance targets. Ms. Burch presented information to support Resolution #21-14. She shared a brief review of this new set of performance measures and the Public Transportation Agency Safety Plans (PTASPs) from which they were compiled. Similar to the highway safety performance targets, the federal requirement states that MPOs set transit safety targets within 180 days of the state

submitting targets to FTA. That deadline is typically July 20; however, due to the COVID-19 pandemic, this year's deadline was extended to December 31, 2020. The staff recommends that a compilation of targets set within PTASPs from all applicable Locally Operated Transit Services (LOTS) in the region.

A keystroke error was noted in the draft Resolution which was promptly corrected. The Technical Committee recommended Resolution #21-14, which lists performance targets from the following agencies: Annapolis Transit, Baltimore County, Carroll Transit, Queen Anne's County, Anne Arundel County, Harford Link, the Charm City Circulator, and the Regional Transportation Agency of Central Maryland in Howard County.

Ms. Eisenberg asked if there were any questions from the members and then asked for a motion. Mr. Ramond Robinson made a motion to move Resolution #21-14 and Mr. Greg Carski seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-14 was passed unanimously.

***[PowerPoint: Safety Performance Targets]***

**8. CONSIDERATION OF APPROVAL OF RESOLUTION #21-15**

Mr. Robert Berger presented the resolution in support of applications for statewide funding in the Rural or Small Urban category for the FY2022-2023 Federal 5310 Program. He provided a brief introduction to the two types of funding, capital and operating; the two review processes for Rural or Small Urban applicants and Large Urban applicants; and the program criteria.

There was only one Rural or Small Urban applicant, The Arc of Carroll County, Inc. Mr. Berger described the organization, their request, and the reasons they provided for their request. He stated that the recommendation of Technical Committee was to endorse the application.

Ms. Eisenberg asked if there were any questions from the members and then asked for a motion. Mr. Byrne made a motion to move Resolution #21-15 and Mr. Carski seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-15 was passed unanimously.

***[PowerPoint: Rural 5310 Program]***

**9. CONSIDERATION OF APPROVAL OF RESOLUTION #21-16**

Ms. Regina Aris presented the resolution in support of applications for statewide funding in the large urban category of the FY 2022-2023 5310 program. After a brief introduction to the 5310 program, including the four program criteria, comments on 18 applications, including 16 applications submitted for the Baltimore Urbanized Area (UZA) and 2 applications submitted for the Bel Air – Aberdeen UZA.

Ms. Aris noted that the Baltimore UZA requests totaled \$5,904,403 while available funding is \$3,942,377. Likewise, the Bel Air – Aberdeen UZA requests totaled \$248,821 while available funding is \$368,007. Staff recommended 15 applications for approval and recommended that

due to low scoring and limited funding, 3 applications be denied. Of the 15 applications recommended for approval, 12 were for full funding and 3 were for partial funding.

Mr. Gartner inquired about travel training as part of the applications. Ms. Kate Sylvester asked if this funding program was the best way to fund travel training. Ms. Aris provided information available and said that the BRTB is also interested in pursuing a path to having travel training available in the region.

Ms. Eisenberg asked for a motion to approve the resolution. Mr. Bruce Gartner made a motion to approve and Mr. Robinson seconded the motion. Ms. Eisenberg asked for a vote and resolution #21-16 was passed unanimously.

***[PowerPoint: Large and Small Urban 5310 Program]***

**10. CONSIDERATION OF APPROVAL OF RESOLUTION #21-17**

Mr. Keith Kucharek introduced Resolution #21-17. Howard County is requesting to amend the 2021-2024 TIP to adjust the scope for the Bridge Repairs and Deck Replacement project. Inclusion in the 2021-2024 TIP is necessary in order to complete the NEPA process.

The Interagency Consultation Group has determined that this project is exempt according to the conformity rule, and the Technical Committee recommended sending the resolution to the BRTB as presented.

Mr. David Cookson, Planning Manager for the Howard County Office of Transportation presented the details of the project. This amendment will add ten bridges, including one bridge replacement and nine rehabilitations.

This amendment will add \$5.404 million, including \$777,000 for Engineering that is fully funded by Howard County. Construction funds are added to FY 2022 in the amount of \$4.627 million (\$3.702 million federal STBG/\$925,000 matching). The total amount of funding in the TIP increases from \$8.959 million to \$14.363 million. Howard County anticipates completing these bridge projects in FY 2023. All ten projects are currently in the Preliminary Design phase of development.

Ms. Eisenberg asked if there were any questions from the members and then asked for a motion. Mr. Gartner made a motion to move Resolution #21-17 and Ms. Sally Nash seconded the motion. Ms. Eisenberg asked for a vote and Resolution #21-17 was passed unanimously.

***[PowerPoint: January TIP Amendment for Howard County]***

**11. PRESENTATION: TRANSIT GOVERNANCE AND FUNDING STUDY - HISTORY OF TRANSIT IN THE REGION**

Ms. Bethany Whitaker, project manager for Nelson Nygaard, introduced herself, Ms. Amy Pettine and Mr. Fred Fravel of KFH as members of the consultant team making the

presentation today. She thanked the BRTB members for their time for brief interviews following up to today's meeting.

Mr. Fravel led the research effort to produce technical memo to the the BRTB on the history of transit organizations in the Baltimore region. A fundamental question is "how did the State end up owning and operating the current system?" Mr. Fravel stated that the State of Maryland had been providing some form of governance of the transit network for over 100 years, most often as a regulator of private companies who provided transportation services for a fee. While transit was run by private companies (e.g. Baltimore Transit Company) there were often funding and political issues that surrounded the provision of these services. After strikes and ongoing service issues in the 1950's, the then Mayor of Baltimore turned to the Governor with several options to address the transit issues in and around the City, one was for the City or the State to take over the transit system from the private operator. Mr. Fravel discussed that these options were not looked upon favorably but the Governor did appoint a commission to study transit alternatives and options. This resulted in the creation of the Mass Transit Authority around 1962-63, the development of a regional transit plan, start of UMTA and federal aid for transit, the creation of MDOT and a variety of MTA reorganizations allowing for increased State responsibilities for the MTA.

Mr. Fravel then discussed the evolution of the Locally Operated Transit Systems in the region, each having a unique responsibility and services that reflect the needs of the local governments operating them. Mr. Fravel briefed the members on some key findings, these being that the State has long held an important role for the transit systems in the region (i.e. funding and operations) and this has created some stability for planning and operations. The LOTS services have been driven by local needs, enjoyed State support, but that this "dual" approach (State/Local) has created a fragmented network and governance challenges such as a limited role/say by the local governments on how the State programs investments in the systems.

Ms. Pettine discussed the Goals and Evaluation framework and what preliminary goals the Board had established in December. She stated that the objective is to make the goals measurable and that an evaluation of the current structure would serve as a baseline for which to measure options going forward. Ms. Pettine mentioned that when identifying Peer systems they recommend using the goals and ability to achieve similar goals will serve as one screen to identify peers, a second screen will be socio-economic, physical and system characteristics.

The Chair thanked the team for their efforts and found the technical memo very interesting. Ms. Whitaker asked that the Board get back to them (directly to the team or through Mr. Halligan, BMC staff) before February 2, 2021 when they'd like to finalize the memo and post it on the project webpage.

***[PowerPoint: Transit Organization History in the Baltimore Region]***

## **12. PRESENTATION: ANNUAL BUILDING PERMIT REPORT AND DASHBOARD**

Ms. Crystal McDermott presented on BMC's regional building permit database, an annual summary of 2019 building permit activity, and gave a demo of 2020 building permit activity using our new building permit dashboards. The full 2019 building permit report and the building permit dashboards can be found on the BMC website:

***[PowerPoint: Annual Building Activity Report]***

## **13. OTHER BUSINESS**

There was no other business.

The meeting adjourned at 11:00 A.M.

## **ATTENDANCE**

### ***Members***

Ken Choi, (for Bihui Xu), Maryland Department of Planning (MDP)  
Steve Cohoon, Queen Anne's County Department of Public Works  
Lynda Eisenberg, Carroll County Department of Planning  
Bruce Gartner, Howard County Office of Transportation  
Rick Gordon, Annapolis Transit  
Heather Murphy, Maryland Department of Transportation (MDOT)  
Sally Nash, City of Annapolis, Department of Planning  
Theo Ngongang, Baltimore City Department of Transportation  
Alex Rawls, Harford County, Department of Planning  
Ramond Robinson, Anne Arundel County, Department of Planning & Zoning  
Kate Sylvester, Maryland Transit Administration (MDOT MTA)  
D'Andrea Walker, Baltimore County Department of Public Works

### ***Staff and Guests***

Bala Akundi, Baltimore Metropolitan Council (BMC)  
Kwame Arhin, FHWA, Maryland Division  
Regina Aris, BMC  
Robert Berger, BMC  
Ciara Blue, BMC  
Cindy Burch, BMC  
Tyson Byrne, MDOT  
Greg Carski, Baltimore County DPW  
David Cookson, Howard Co OOT

Rebecca Deibel, BMC  
Lindsay Donnellon, FHWA, Maryland Division  
Fred Fravel, KFH Group  
Joel Gallihue, Harford County Dept. of Planning  
Monica Haines-Benkhedda, BMC  
Don Halligan, BMC  
Tamar Henkin, Tamar Henkin Strategic Advisors  
Nicole Hebert, BMC  
Victor Henry, BMC  
Dan Janousek, MDOT  
Zach Kaufman, BMC  
Mike Kelly, BMC  
Shawn Kimberly, BMC  
Keith Kucharek, BMC  
Todd Lang, BMC  
Ryan Long, FTA, Region III  
Crystal McDermott, BMC  
Brian O'Malley, CMTA  
Amy Pettine, Nelson Nygaard  
Eric Norton, CMTA  
Lisa Sirota, MDOT SHA  
Randell Toland, Teamsters Local Union #510  
Sara Tomlinson, BMC  
Bethany Whitaker, Nelson Nygaard

Respectfully submitted,

Todd R. Lang, Secretary  
Baltimore Regional Transportation Board